PLANS FOR LONG CRUISE | CRUISE A SPEED TEST.

Speculation in Washington as to Routes and Time Required.

Washington, July 5.—Details of the movement of the Atlantic fleet to Pacific waters have been theoretically worked out weeks in advance by the naval general board. But these details are of the intended cruise was what he had seen in from the withdrawal of battleships from active commission on account of having been declared antiquated or in need of repairs and the substitution of other ships just going into commisgion and fresh from the builders' hands. There Is in the Navy Department to-day scarcely any one authorized to afford any information officialty as to the contemplated fleet movement. Secretary Metcalf is in California, Assistant Secretary Newberry is at Watch Hill, R. I.; Admiral Brownson, the chief of the navigation bureau, who is next in line, has gone to New York, and the Acting Secretary of the Navy to-day is Rear Admiral Mason, chief of the bureau of ordnance, who assumes the office by virtue of seniority, but can scarcely be regarded as an authority in the matter of disposition of ships, which does not directly concern his bureau work. The opinion of the officers on duty to-day is

that only one route is feasible for the big ships, and that is by way of the Straits of Magellan. route from New York across the Atlantic through the Moditerranean and the Suez Canal, is open to the objection that it would bring the big ships almost into Japanese waters, and the movement might consequently be re-garded as a menace, which Secretary Metcalf has stated has never been contemplated. The Suez loute, too, is longer by a thousand miles than the Magellan route. This, according to the best calculations, and allowing for short visits to ports not on the nearest sailing route, is thirteen thousand miles in length.

battleship Oregon covered the distance San Francisco to Jupiter Iniet, Fla., in 1898, in sixty-three days. But she was handi-capped by the company of the little gunboat Marietta, which was scarcely able to make more than eight knots an hour in the heavy seas of the South Pacific, and also by the fact that as precautionary measure she was sent around the West Indies, sensibly lengthening her route. So the opinion now is that under ordinary cruising speed, which for the big battleships about ten or twelve knots an hour, and allowing a reasonable time for coaling on the way, the Atlantic fleet can make the passage from New York to San Francisco in less than sixty days.

It is conceded that Rear Admiral Robley D. Evans will command the fleet in this great movement. He already has had an extended period of sea service in command rank-longer, perhaps, than any other admiral in recent years but it is known by his friends that he would like to wind up his active career by safely conducting around the American continent the greatest fleet of warships ever gathered together in these waters, and there is no disposition on the part of the officials of the department, who have implicit confidence in his ability, to deny

the officer his desire.

It is believed now that the sailing route of the ships will be about as follows: Leaving New York or Hampton Roads, just which point has not been decided, in the early fall, the battle-ships would probably steam straight to Culebra, where coal would be taken on. The next stop will be Rio de Janeiro, and from that port the vessels would not halt until they reached Sandy Point, in the Strait of Magellan. Here again the coal supply would be replenished for the run to Callao, Peru. The next stage would be from to Callao, Peru. The next stage would be from Callao to Panama, and from that point the ships would proceed without a stop to San Fran-

Naturally the question of coaling the fleet is a very serious one. Two methods of doing this have been provided for in the plans of the Genral Board, and it is not possible at this mo-nent to say which will be finally selected. The rat is to send with the battleships a sufficient number of colliers to enable them to replenish their coal supplies without any dependence upon foreign coaling stations. In this case a fleet of no less than twenty colliers will be necessary, because something like 77,000 tons of coal will

turned on this cruise. cond case the plans provide for the free use of merchantable coal along the route, which, of course, would diminish the need for colliers. Under the latter plan it is probable that the five colliers already attached to the Atsent forward to Sandy Point. extremely dear, at times selling at \$14 a ton, as against the \$3 coal which the colliers would friendly government of Japan.

Admiral Evans will, it is expected, start out with sixteen battleships besides th which will move more or less independently and, indeed, will probably precede him considerably. The armored cruisers Washington and Tennessee, which are now in French waters, are under orders to return to the United States, and, after refitting, to proceed to the Pacific Coast to form part of an armored cruiser squadron to be assembled there. It is possible that they will be detained here and accompany the battleships on the cruise. When Admiral Evans hips on the cruise. When Admiral Evans arrives off the Pacific Coast his fleet will be inthe addition of the battleship Nestaska, newly commissioned, and simply await ig the rounding out of her skeleton crew. The hips Wisconsin and Oregon, now at the Bremerion Navy Yard, Puget Sound, will prob-sory bave completed their extensive repairs by arch, so that they, too, may be added t the fleet, which will then comprise nineteen battleships, besides the armored and protected cruisers of the Pacific fleet

The composition of the fleet to-day is as fol-

BATTLESHIPS.

The Connecticut, Captain Hugo Osterhaus; tonnage, 16,000; guns, 24; speed, 18 knots. The Maine, Captain Nathan E. Miles; tonnage,

12,500; guns, 20; speed, 18 knots. The Louisiana, Captain Richard Wainwright; tonnage, 16,000; guns, 24; speed, 18 knots. The Missouri, Captain Greenlief A. Merriam

tonnage, 12,500; guns, 20; speed, 18 knots. The Virginia, Captain Seaton Schroeder; tonnage, 14,948; guns, 24; speed, 19 knots. The Georgia, Captain Henry McCrea; tonnage, 14.948; guns, 24; speed, 19 knots.

New Jersey, Captain William W. Kimball; tennage, 14,948; guns, 24; speed, 19 knots. The Rhode Island, captain yet to be assigned; tonnage, 14,948; guns, 24; speed, 19 knots. The Alabama, Captain Samuel P. Comly; ton-

hage, 11,525; guns, 18; speed, 17 knots. The Illinois, Captain Gottfried Blocklinger; tonnage, 11,525; guns, 18; speed, 17 knots. The Kearsarge, Captain Herbert Winslow;

tonnage, 11,525; guns, 22; speed, 16 knots. The Kentucky, Captain Edward B. Barry; tonnage, 11,525; guns, 22; speed, 16 knots. The Ohio, Captain Lewis C. Hellner; tonnage, 12,500; guns, 20; speed, 18 knots.

Minnesota, Captain John Hubbard; tonhage, 17,650; guns, 24; speed, 18 knots.

The Vermont, Captain William P. Potter; tonnage, 17,650; guns, 24; speed, 18 knots. The Kansas, Captain Charles E. Vreeland;

tonnage, 17,650; guns, 24; speed, 18 knots. PROTECTED CRUISERS.

The Charleston, Commander Frank E. Beatty; tonnage, 9,700; guns, 14; speed, 22 knots. The Chicago, Commander Robert M. Doyle; tonnage, 4,500; guns, 18; speed, 18 knots.

The Milwaukee, Commander Charles A. Gove; 9,700; guns, 14; speed, 22 knots. St. Louis, Commander Nathaniel R. Usher; tonnage, 9,700; guns, 14; speed, 22 knots.

GUNBOAT. The Yorktown, Commander Richard T. Mulligan; tonnage, 1,710; guns, 6; speed, 16 knots.

The armored cruiser squadron of the Pacific fieet, which will have headquarters in California. nian waters, will be composed of the Washington, Captain Theodoric Porter, and the Tennessee, Captain Albert G. Berry (sister ships, 14,500 tons; guns, 24; speed, 22 knots), and the California and the South Dakota, 18,690 tons each. 22.15 knots, 18 guns, almost complete. with officers yet to be assigned. Rear Admiral Charles H. Stockton will command this armored

cruiser squadron, the Tennessee being his flag-

WORKED OUT WEEKS AGO. Brownson Calls on Roosevelt and Speaks of Fleet's Trip.

Oyster Bay, July 5.—Rear Admiral W. H. Brownson, chief of the bureau of navigation of the Navy Department, who to-day had luncheon with President Roosevelt, stated on reaching Oyster Bay that he did not know what ships

the newspapers. "The statement of Secretary Metcalf and that of Secretary Loeb," he continued, "indicate that of secretary Loeb," he continued, "indicate that a cruise may be made somewhere at some time, but that is all I know of the matter. Should the cruise be taken to the Pacific I think its only object would be to demonstrate how quickly the voyage can be made, and for no other purpose. I cannot indicate the shins that will compose.

voyage can be made, and for no other purpose. I cannot indicate the ships that will compose the fleet, because I know nothing of any plan."

On leaving Sagamore Hill this afternoon Rear Admiral Brownson said the cruising plans of the battleship fleet were barely mentioned at the President's luncheon. The admiral said he would like to emphasize the point that there was no time more propitious to ascertain just what a battleship fleet could do in making an extensive cruise than a time of profound peace, such as prevailed now, when, he said, the United States had not an enemy in the world.

had not an enemy in the world.

Besides Rear Admiral Brownson, there were present Frank H. Hitchcock, First Assistant Postmaster General; George W. Woodruff, Acting Secretary of the Interior, and Brigadier General James B. Aleshire, the newly appointed quartermaster general.

EVANS NOT WORRIED.

No More Haste than Usual on Repairs to Ships Here.

War and rumors of war with Japan provoked a hearty deep sea laugh yesterday from Rear Admiral Robley D. Evans, who has taken up his headquarters on board his flagship, the Connecticut, which just at present is high and dry in drydock at the Brooklyn Navy Yard. Stories have been circulated in the press to the effect that the fact that the Connecticut and the Alabama are in drydock here and other vessels of the North Atlantic Squadron are in drydock at other places along the coast was justification for the supposition that the United States is sharpening the battle axe for Japan. Not only did Rear Admiral Evans tell a Tribune reporter that this repairing is merely a regular semi-annual affair, but he explained that he has not received officially any orders to proceed to the

When asked regarding the talk of an allaround war preparation, the Rear Admiral said: "I read with a great deal of interest what the papers say, and it is my business to prepare for whatever may be required of us. The schedule whatever may be required of us. The schedule of repairs was laid out by me months ago, for that is the regular rule. The schedule was ap-proved by the department. With our shortage of docks it takes all the time available to effect

the repairs." When talk of war with Japan was mentioned, the rear admiral chuckled and then remarked: "It is silly. There is no more reason to think that because certain roughs in San Francisco wreck a Japanese restaurant it is a reason for war with Japan than to suppose that because hoodlums in Chatham Square throw bricks

through a Chinese laundry's windows it is a cause of war with China."

The rear admiral was then asked regarding the increase of \$12 a month in the pay of all officers of the navy on shore duty. "It's true and it's very tardy justice," he said. "It simply puts the men on shore duty upon nearly the same level with us." The increase to which Rear Admiral Evans referred is in effect simply allowing the men stationed on shore, where there are no government quarters, to have another room added to the number they are now permitted to have. Since in such cases the govern-ment, under the schedule, has made \$12 a month the rate for each room, this means that, since every grade of commissioned officers is allowed one more room, the "raise" is only \$12 a month in each grade. Also under the new law heat and lighting bills are to be paid by the government,

but heat and light are given free on shipboard. Rear Admirai Evans attaches no more significance to the plans for a practice cruise that will take his great fleet around the Horn and over a voyage of fourteen thousand miles than have other officers who viewed it as a part of routine the English parties, the Liberals and the Uniona voyage of fourteen thousand miles than have naval operations. It was absurd, he added, to date at Jarrow, the Irish leaders put forward a onstrue the appearant fighting force in the territorial waters of our a west coast as a demonstration to impress the

"A CLEVER MOVE."

"The London Post" Says the Fleet Movement Is Good Politics.

London, July 6.-The transfer of the American fleet to the Pacific is a matter of great interest to the British press. "The Post," in an editoria; article, says it regards this move as a most natural and intelligible outcome of the new position of the United States as a world power, the only wonder being that this decision was

not taken before.

The paper thinks this transfer is not necess sarily connected with the Japanese trouble, and it regards a serious quarrel between Japan and America in the near future as quite out of the

question, 'Moreover," "The Post" continues, "this is a elever move in domestic politics. phasize in the eyes of the country the enormous listance dividing the Atlantic and the Pacific coasts, and it will make the American people anxious to provide money not only speedily to complete the Panama Canal but to build anther fleet.

GENERAL KUROKI'S APPRECIATION.

A Luncheon for Ambassador Wright-Speech of Marquis Oyama.

Tokio, July 5.-General Baron Kuroki, the Japanese imperial envoy to the Jamestown ex-position, gave a luncheon to-day in honor of Luke E. Wright, the American Ambassador. Field Marshal Marquis Oyama, representing the army, expressed himself in the most appreciative terms of the magnificent and enthusiastic reception accorded to General Kuroki and his party everywhere in the United States. His phraseclogy was one long chain of superlatives of appreciation, in which the Japanese language is particularly rich. Ambassador Wright made an appropriate reply, and most cordial feelings prevalled. The anti-Japanese, or what is here known as the American, question was completely

DOUBT EXPRESSED IN JAPAN.

Belief That Naval Stations Are Lacking for Battleships on Pacific Coast.

Tokio, July 5.—The report from Washington attributing the proposed sending of sixteen battleships to the Pacific Coast to Admiral Dewey's private plan. is generally disbelieved here by those whose knowledge and experience entitle their opinion to some attention. The United States is not known to possess naval bases in the Pacific adequate for such purpose, and the impression prevails that the sending of so large squadron where sufficient stations do not exist would simply mean that the vessels would be an easy prey to torpedo boats and destroy-ers. Should sixteen battleships be so employed as to disprove this impression, it would be con-sidered a record breaking naval feat.

MISSIONARY BISHOP OPTIMISTIC.

Newport, R. I., July L.—In discussing the American-Japanese situation, the Right Rev. Sydney C. Partridge, Missionary Bishop of Kloto, Japan, who came here yesterday to attend a meeting of the Rhode Island Society of the Cincinnati, said to-day:

"I do not believe the good judgment of either nation would allow a matter of simply local irrita-

tion to assume the proportion of an international question and strain to any severe point of tension our friendly relations.
"In spite of all ideas and reports to the contrary, there has been no evidence in Japan itself of objectionable national arrogance and pride on account of the victory over Russia. On the contrary, its awful cost and its sacrifices of life have made them solver thoughtful and humble to a dethem sober, thoughtful and humble to a degree which was remarkable. The country has opened itself as never before to foreigners of every name, and the people have outdone themselvs in international and personal courtesies. We opened the doors of Japan. We have always been her best and warmest friend. She knows it and appreciates it. She cannot, dare not, will not allow that friendship to be broken." to be broken.

COREAN NATION'S PERIL.

Japanese Angry Over Intrigue-Fears for Emperor.

Seoul, July 5 .- Inquiry shows that irritation is prevalent among Japanese here as the result of the conspiracy in sending a Corean deputation to The Hague, the telegraphic disclosure of which interrupted the Corean Emperor's profuse assurances to Marquis Ito of confidence in him and his reform plans. Marquis Ito is much disappointed and must row proceed in the appointed, and must now proceed in the face of the Emperor's intrigues, which have falsely elated a large section of the upper classes, who now anticipate a miracle in Corea.

Measures intended to rid the palace of foreign and native mischief makers and adventurers

SEA PROPERTY IN WAR.

were introduced by the Japanese in the Cabinet last Monday, but Marquis Ito despairs of saving the Emperor himself, and the administration is disposed to confine its appeal to the people. Although Ito's administrative machinery is in-capable of administering justice to the Corean England, Germany and Russia Oppeople, Japan has been strikingly successful in executive work and in creating a base of opera-

tions and establishing a highway to Manchuria.

Marquis Ito has said that it will require ten
years to produce a modern government in Corea, while local governors say that it will take three years to dispose of the abuses and outrages re-sulting from the contact of the Coreans with the Japanese. The latter are estimated to be five hundred thousand strong in Corea.

Toklo, July 5.-It is reported that at the audience given to Marquis Ito yesterday the Corean Emperor expected that the question of the socalled Corean delegates to the Hague Peace
Conference would be brought up. Marquis Ito,
however, maintained complete silence, much to
the surprise of the Corean court and Cabinet.
The "Nich! Nich!" to-day, commenting on the

steady progress of Corea under Japanese occupancy, ridicules the actions of the men who say they are the Corean deputation to the peace congress, where, it says, the treatment accorded them was only such as might be expected. The paper strongly urges a thorough investigation of the sources from which such delegation was sent and expresses confidence that Marquis Ito will take the proper steps in time.

A BATTLE NEAR MELILLA.

Indecisive Engagement Between Moroccan Rebels and Forces of the Sultan.

Madrid, July 5 .- A dispatch from Melilla, the Spanish scaport on the north coast of Morocco, says that a heavy but indecisive engagement between Moroccan rebels and imperial troops began yesterday, ending at 6 o'clock in the evening. It was expected that the fighting would be resumed this morning. Among the killed was the rebel chief Schaldy. The Spanish troops at Mellila have been reinforced so as to meet any

SOCIALIST WINS AT JARROW.

Peter Curran Returned-Effect of Nationalist Party's Policy.

Jarrow, July 5.-Peter Curran, a Socialist and trade union official, was elected yesterday to represent Jarrow in the House of Commons, in succession to the late Sir Charles Palmer, the shipbuilder, who had represented this constitu-ency since 1885. Mr. Curran had a majority of 768 over Patrick Rose-Innes, Unionist, a lawyer and tariff reformer, his closest competitor L. Hughes, Liberal, was next, 456 votes behind Mr. Rose-Innes.

The fourth candidate, Alderman John O'Han-lon, Irish Nationalist, obtained the lowest vote.

The election of the Socialist candidate, Mr. Curran, is the result of the policy of the Irish Nationalists, following the rejection of the Irish candidate of their own, Alderman O'Hanlon, who received enough votes to insure the defeat of Mr. Hughes, Liberal, and the election of Mr. Curran. A victory for the Unionist candidate, who is a tariff reformer, was regarded as assured. It was the most exciting by-election in England for many years.

RAISULI HUMILIATES MACLEAN.

Arrogance of Bandit-British Legation Takes Up Case with Fez.

Tangler, July 5.—The British legation here has no news of Cald MacLean, the commander of the Sultan, a bodyguard, and is making representations direct to the authorities at Fez. When General MacLean was captured, Raisull mount a mule in order to show his inferior sta-tion, and also directed him to remove his turban, saying that such a headdress was reserved for Mussulmans.

CIVIC STRIKE IN THE MIDI FAILS.

Many Mayors and Municipal Councils Withdraw Resignations.

Paris, July 5.-The civic strike in the South of France, started in sympathy with the wine growers' movement, is gradually going to pieces. The mayors and municipal councils of Montpellier, Carcassone and other places, realizing the uselessness of persisting in their present attitude, have withdrawn their resignations.

FOURTH CELEBRATED AT QUITO. Quito, July 5.—William C. Fox, the American Minister, held a Fourth of July reception last night. The government sent a military band to play, and dancing was kept up until an early hour this morning. The principal civil and military of-ficials were present, as were the members of the diplomatic and consular corps.

A MEAT BILL IN CAPE COLONY. Cape Town, July 5.—The House of Assembly to-day passed to its second reading a bill designed to promote the consumption of South African meat so as to make it impossible for the cold storage companies to prevent competition.

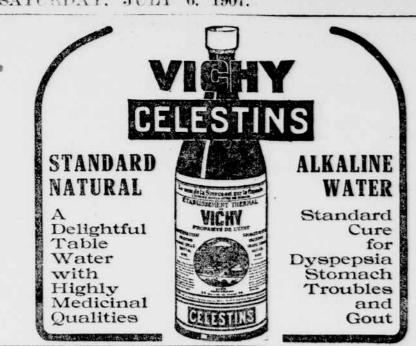
IMMIGRATION COMMISSION'S WORK. IMMIGRATION COMMISSION'S WORK.
Vienna, July 5.—Senator William P. Dillingham,
of Vermont, and William R. Wheeler, of Oakdand,
Cal., members of the Immigration Commission
which is studying conditions in Europe, will leave
here to-morrow for Budapest, where they will leave
here to-morrow for Budapest, where they will leave
here to-morrow for Budapest, where they will look
into the emigrant situation of Hungary. Mr. Dillingham said to-day that they were much pleased
with their reception in Austria, and that they believed a better understanding of emigration and
immigration on the part of the nations particularly
interested would result in mutual benefit. The
commissioners will be accompanied to Budapest by
Ambassador Francis.

HERMAN BARTELS STILL MISSING. Toronto, July 5.—Judge Riddell has deferred judgment in the case of Herman Bartels, the Syracuse brewer, who escaped from the Sheriff yesterday, pending argument on his appeal from the decision of the extradition court. No trace of Bartels has so far been found by the police. A warrant has so far been found by the been issued for his arrest

Ambassador Francis.

A DIRECT LINE TO VLADIVOSTOK. St. Petersburg, July 5.—The Minister of Railways has established direct trains between St. Petersburg and Viadivostok. They will run once every two weeks by way of Viatka, Perm and Cheliabinsk, without touching at Moscow.

SHOCK RECORDED AT FLORENCE. Florence, July 5.—A severe earth shock was re-corded at the university here this afternoon. It began at 4 o'clock and lasted until 5:50. The dis-



THE AMERICAN PROPOSAL

pose the Motion of Mr. Choate.

The Hague, July 5.-The entire afternoon sitting of the committee on the Geneva convention was given over to a discussion of the American proposal, made by Joseph H. Choate on June 24, regarding the inviolability of private property on the high seas. The committee sat under the presidency of M. Martens. M. Nelidoff (Russian), president of the conference; Joseph H. Choate, General Horace Porter, U. M. Rose and William I. Buchanan, of the American delegation, and David J. Hill, American Minister to the Netheriands, were among those present. Many delegates surrounded the place reserved for the American representatives, who were busy in answering confidential inquiries regarding the scope and extent of the American doctrine.

doctrine.

Immediately after the opening of the sitting Mr. Choate said that the American delegation Mr. Choate said that the American delegation regretted it was unable to conform with the decision reached by the president, that all proposais be submitted by the end of this week, for the reason that some of them were not yet ready. These he asked to be allowed to submit later. M. Martens consulted with the committee, which gave its consent. The discussion of the American motion was then begun it to of the American motion was then begun. It is as follows:

The private property of all citizens of signatory powers, with the exception of contraband of war, shall be exempt on the high seas or elsewhere from capture or seizure by the armed vessels or military forces of said powers. Nothing in this rule implies in any way the inviolability of vessels which attempt to enter a port blockaded by the naval forces of said powers, or of the cargo of said vessels.

W. H. de Beaufort (Holland) then read a deciaration that the Dutch government adhered to the American principle, considering that it showed great progress toward the prevailing humanitarian ideas. Ruy Barbosa (Brazil) then made a long speech, in which he explained that the statement made by him on June 28, owing to the semi-secrecy of the conference, had been wrongly interpreted as an unconditional adhesion to the American proposal. He wished to make it clear that Brazil was not the cats-paw of America, but that she supported this American principle for the reason that capture never brought victory to by one. This had been proved in the case of France, which in 1870 had paid over six millions for having castured an insignificant number of boats. Capture, the Brazilian representative declared. was more harmful to insular than to Conti-nental countries, because the latter were in a position to make good their losses by land communication. In many cases capture was extremely unjust, because the vesse were insured by foreign companies, and only these companies suffered, in spite of th fact that they were owned in neutral states. they were owned in neutral states.

AMENDMENTS BY BRAZIL

Sefor Barbosa said he did not agree with the theory that a threat to commercial interests might be a hindrance to war. Reasoning like this, he said, would justify the re-establishment of privateering. The reduction of armaments being premature, the nations must be satisfied with reforms such as the one proposed by the Americans. As a general under-standing could not be reached on the American proposal, he begged to introduce several amendments which would constitute a temporary solution of the matter, along the lines, so far as possible, of applying the principles of land war-

fare to private property at sea.

Sir Ernest M. Satow made a declaration on behalf of Great Britain. He said that he realized high seas, but the discussion showed a tendency toward the abolition of the commercial blockade. Sir Ernest demonstrated to what an extent the limitation of blockades would complicate matters and create new causes of dispute, as a result of which the discussions between belligerents would give rise to fresh irritation which might tend to prolong the war instead of shortordered him to dismount from his horse and ening it. The inviolability of property and the mount a mule in order to show his inferior stations, and Great Britain did not find the move ment toward the ideal aim-namely, the tion of war-sufficiently marked to be able to associate herself with the American doctrine.

"What Great Britain thinks necessary to establish," Sir Ernest then said, "is respect for the interests of neutrals. That is why she pro-

posed the abolition of contraband."

Baron Marschall von Bieberstein (Germany) began his remarks by setting forth that Germany never had been in favor of the capture of private property at sea, and consequently Mr. Choate's lifea would certainly find a sympathetic echo throughout Germany. The cate gorical question of abolishing the right to sect ure, however, seemed to him to be closely with two other questions, namely, that of contraband and the violation of a blockade, two questions which would have at once to be defined, as otherwise any proclamation of the immunity of private property would be in vain, and the system of to-day would remain in and the system of to-day would remain in force. Germany would be ready to collaborate in the protection of private property at soa, but on condition that the question how to make this protection efficacious be first checkated.

M. Teharykoff said that the Russian delegation of the tideas set forth.

tion had profound respect for the ideas set forth by Mr. Choate, which so creditably represented the traditions of the United States, but it did not think the question was yet ripe for solution. Much preparatory juridical work was necessary to reach a general understanding of this matter, and the Russian delegation did not believe the conference would succeed in advancing the ques-

tion from its present status. NORWAY SUPPORTS AMERICA.

Dr. F. Hagerup then announced the adherence of Norway to the American doctrine. He referred to the important commercial interests of Norway at seu, and said that his country, although small in area, was surpassed in the matter of maritime commerce by only a few other nations. Norway, possessing sea tonnage to the total of four million tons, was deeply interested in this question, and was favorable to the inviolability of private property on the high seas as a principle. It was to-day and always had been a Scandinavian docrine. Norway would vote for the American proposal on condition that the question of contraband be examined. The Portuguese delegation subscribed to the

statement made by the German delegate, expressing the belief that it was first necessary solve the questions of blockade and contraband. Señor Perez-Trina, a member of the delegation from the United States of Colombia, made a

long speech. He said in part: I speak as an American, and I claim for that word the whole breadth of its historical and geographical meaning. It covers the entire continent, the north, the centre and the south, as well as the islands of the American seas. Listening to the words of Mr. Choate, it seemed to us fath, American

cans as if there had swept over our heads a gust of the old hurricane, the herald of liberty and justice, which during a period of many years of the last century came to us from the north, and which we had begun to believe had entirely subsided. It is a resurrection, a taking up again of a disinterested defence of great humanitarian principles. The United States of North America are filling their part, which once was historical. We all congratulate ourselves on this event. If the question under discussion were one of the doctrines and principles determining what is most in accordance with truth and justice, every one would agree with the proposition advanced by the United States, but representing nations, namely, human collectivities, with their traditions, interests, aspirations and prejudices, it is our duty to approach the ideal as near as possible. We should keep it, however, subordinate to the requirements of the nation we represent, and for this reason, as the delegate of Colombia. I refuse to subscribe to the tion we represent, and for this reason, as the dele-gate of Colombia, I refuse to subscribe to the proposition of the United States. M. Trina then spoke of the riches of Colombia,

adding:

It is natural that in the present development of humanity, covetous eyes should be turned toward us filled with desire for political colonization. This tendency signifies the suppression of our national existence. We admit a readiness and desire to encourage pacific colonization that would bring to our shores welcome waves of humanity to help develop our country under our laws and institutions, but any other kind of colonization must and shall be prevented at any cost. It is evident for a tions, but any other kind of colonization must and shall be prevented at any cost. It is evident for a nation like Colombia, without a merchant marine and with hardly any naval strength, that there is everything to lose and nothing to gain by the suppression of the right to capture private property on the high seas, as any power possessing a navy and a merchant marine to which it is unable to give absolute protection in all the oceans of the world would be more disposed to wage war upon us if we tied our hands by accepting Mr. Choate's proposal. To be unable to exercise reprisals would be terrible and most costly. We retain the right of capture as an element of defence. In conclusion Schor Perez-Trina made an iron-In conclusion Senor Perez-Trina made an ironcal reference to President Roosevelt. He said:

ical reference to President Roosevelt. He said:
President Roosevelt may consider himself a
happy mortal, if, when he descends from the Presidential chair of the United States of North America, which for its prestige, power and potentiality
may be compared to the thrones of kings and emperors, or at a later period, at the hour of the
setting sun of a life filled with energetic activity,
he may, with uplifted head and laying his hand
upon his heart, declare before the history of the
world that on every and all occasions and at all
times he has respected the rights of the weak, of
justice and of humanity, even to the detriment of
the political interests and ambitions of his own
country. When a man possesses that degree of
moral authority he is certainly entitled to summon
before him the nations and the peoples of the
world in order to ask them to act disinterestedly
in the cause of humanity. in the cause of humanity.

M. Renault (France) said he recognized the matter to be complicated by the questions con-nected with it, and that these questions must be solved. The capture of ships at sea, he said, did not seem so cruel an act of war as the occu-pation of territory in warfare by land, and to attack commerce at sea as a means of coercion was a method infinitely less inhuman than many things prevalent in land warfare. At the same time, it was natural, especially to-day, when the interests of navigation were so considerable, to enlist the great commercial companies in the cause of the maintenance of peace. But it was also necessary, the French delegate continued, to remember that merchantmen might be transformed into men-of-war, and that therefore the right of capture was a weapon of defence. The right of capture must be exercised in accordance with the following conditions: First, that it be not exercised in the interests of lucre, and to abolished; and, second, that it be used only as a means of attack on states and not on individuals.

At the conclusion of the remarks the conclusion of the remarks of the remarks of attack on states and not on individuals.

At the conclusion of the remarks of M. Reneult Mr. Rose delivered a speech in which he reviewed the entire question. He enumerated many legal, humanitarian and economical reasons in support of the American proposition. He contended that private property at sea which was not contraband of war was entitled to the same protection now enjoyed by private property on land. He added that this was not of the inviolability of private property on the an American doctrine, that it had long been approved by many statesmen and jurists of distinction and that it had been embodied in many treatles. The present rulings of inter-national law which forbade the pillage of private property on land and at the same time permitted it at sea were notoriously unjust aand should be abolished as speedily as possible.

Sir Edward Fry (Great Britain) expressed the opinion that capture at sea was one of the least inhuman methods of war.

C. A. Ranghabe (Greece) subscribed to the attitude taken by the Dutch delegation, and M. Beernaert (Belgium) reserved the right to express his opinion at the next sitting of the com-The committee then adjourned until

The text of the American proposal made to the sub-committee on arbitration on July 2, on the subject of the collection of debts between nations, is as follows:

To avoid between nations armed conflicts of purely pecuniary origin, caused by contractual debts claimed by the subjects or citizens of one country from the government of another, and also to guarantee that all contractual debts of this nature which are not settled in a friendly manner, rough liplomacy, shall be submitted to arbitra-

It is understood that coercive measures, implying the use of military or naval forces to collect these celes, cannot occur until the creditor country offers arbitration and the debtor country refuses it or leaves the offer unanswered, or until after the decision of the arbitrators is not fulfilled by the debtor country.

stood that the arbitration shall be ac ording to the procedure set forth in Chapter 3 of the Convention of 1899 for the peacoful arrangement of international conflicts at The Hague.

The arbitration must also establish in equity the amount of the debt, the time and mode of payment and the guarantee to be given, if necessary, before the payment is made.

The sub-committee on the rights and duties of neutral powers in times of war met this morning. The French proposal that there shall be a declaration of war before the opening of hostilities and the amendment of the Nether-lands establishing a delay of twenty-four hours between a declaration of war and the opening of hostilities were discussed. The military delegates of the Netherlands and France made

long speeches. The Russian military delegate supported the French proposition, and Baron Marschall von Bieberstein said that Germany accepted in its entirety the French proposal, which she con-sidered conformed with the modern progress of warfare.

Mr. Choate, Lord Reay (Great Britain) and Tsuzuki (Japan) said that they reserved their opinions on the whole principle of the French and the Dutch proposals, and a vote on the subject was postponed until the next meeting of the sub-committee.

BOMBS USED IN THE CAUCASUS. St. Petersburg, July 5.—Several bombs were thrown to-day at two high local police officials of Kizliar, in the Terek district. One of the men was killed. The assailants escaped.

CHINESE REBELLION QUELLED. Amoy, Chins, July 5.—General Swoon, with several hundred troops, emgarked at Amoy to-day, on his way back to Foo-Chow. The insurgents, with the exception of a few small bands, have returned to their homes. There is much favorable comment on the effective manner in which the imperial troops dealt with the insurrection.



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FRANCE AND GERMANY.

Relations Excellent, M. Pichon Says -The Spanish Convention.

Paris, July 5.-Replying in the Chamber of

Deputies to-day to an interpellation of M. Denys Cochin, Conservative, the Foreign Minister, M. Pichon, while denying that Deputy Etienne, ex-Minister of War, had any official mission when he went to Berlin, said that the flattering reception accorded to M. Etienne and other Frenchmen by Emperor William had produced an excellent effect on the relations between the two countries, which were never better than now. M. Pichon referred with gratification to the harmony among the members of the diplomatic corps at Tangier, where, he added, the friction between the French and German legations had finally disappeared. France, said the Minister, would hold the Sultan of Morocco to his engagements entered into after the occupation of Oudja, and would not tolerate the odious com-

edy of punishing innocent persons for the mur-der of Dr. Mauchamp. Speaking of the Franco-Spanish agreement, M. Pichon said it had no relation to the Moroccan question, but was a logical sequence of the pol-lcy followed by the cabinets of Madrid and Paris for the last ten years, for the mainten-ance of the status quo and peace. The geographical solidarity of France and Spain logically re-sulted in "political solidarity." "It is wrong to speak of this as an alliance," added M. Pichon. "The understanding essentially is of a conserv-ative character, and has been received by all the friends of France and Spain with the greatest satisfaction. Chancellor von Bülow, in the Reichstag, said that the greatness of Germany was not built on the discord of other powers As far as we are concerned, we shall seek to remove all causes for war and extend, for the wellbeing of all, the circle of our conventions.

NEW INSURANCE LAWS IN SPAIN.

Government Decides on Stringent Rules for Foreign Companies.

Madrid, July 5 .- The Spanish government has decided to follow the example of France in the matter of special legislation for the control of foreign insurance companies doing business if the country. The Minister of Public Works Sefor Besada, to-day rend a bill in the Senate, under the terms of which foreign life insurance companies must deposit \$100,000 in cash or acceptable securities, and fire and accident companies \$50,000, in addition to and independent of the reserve fund, which consists of 25 per cent of the premiums. There will hallshed a special department under the of Public Works to carry out a figoreus spection of the operations of these foreign co punies. The companies must furnish full and complete information regarding their business and publish a yearly report and balance sheet in Spanish. All infractions of the regulations of the government are punishable by heavy

measured mile in 144 seconds, giving her a speed of twenty-five knots. Considering the fact that the Lustania was not running under full pressure and has still to be drydocked, her performance is considered to be remarkably promising.

MINERS' EIGHT-HOUR BILL PASSED. Paris, July 5.—The bill fixing the maximum time for labor in the mines at eight hours a day was passed to-day by the Chamber of Deputies.

FRENCH TRIBUTE TO GARIBALDI. Paris, July 5.—The Chamber of Deputies to-day dopted a resolution on the subject of the Gariadopted a resolution on the subject of the Garl-haldi centenary resterday expressive of the ad-miration and gratitude of France, saying; "We never can forget that in the dark hours of 1570 this great citizen, defender of all just causes, placed his life and sword at the service of France."

TO SETTLE INTERCOLONIAL STRIKE. Halifax, July 5.—The adoption to-day of a resolu-tion agreeing to submit their grievances to arbi-tration by the striking Intercolonial Railway freight handlers opened a prospect that a settle-ment of the trouble might be reached. An arbitra-tion board is to be appointed under the provision ment of the trouble magnitude that reversion of the conciliation and labor act, and choice of the members of the body must be made within fifteen days. The question of wages and the date from which the scale recommended shall be payable are to be left to the arbitrators, and by to-day's vota if the railway company accepts the proposal arbitrate, the men will return to work at once.

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